



EVENING BULLETIN.



"HEW TO THE LINE, LET THE CHIPS FALL WHERE THEY MAY."

VOLUME 1.

MAYSVILLE, MONDAY EVENING, APRIL 17, 1882.

NUMBER 125

KEY WINDING WATCHES

CHANGED TO

STEM WINDERS.

J. BALLENGER at Albert's China Store adjoining Pearce, Wallingford & Co.'s Bank. apl46md

THE DAILY BULLETIN.

Published every afternoon and delivered in this city, the suburbs and Aberdeen by our carriers, at **6 CENTS** a week.

It is welcomed in the households of men of both political parties, for the reason that it is more of a newspaper than a political journal.

Its wide circulation therefore makes it a valuable vehicle for business announcements, which we respectfully invite to our columns.

Advertising Rates Low.

Liberal discount where advertisers use both the daily and weekly. For rates apply to

ROSSER & McCARTHY,

Publishers.

JOB WORK

Of all kinds neatly, promptly and cheaply done at the office of the DAILY BULLETIN

BARCAINS.

BOY'S WAISTS ready-made, from four to ten years, at low prices. The ladies should call and see the handsome LACE HUNTINGS, only 15 cents a yard. Watch my advertisement for bargain announcements. apl44yd

H. G. SMOOT,

BLUEGRASS ROUTE.

Kentucky Central R. R.

THE MOST DESIRABLE ROUTE TO

CINCINNATI.

ONLY LINE RUNNING

FREE PARLOR CARS

BETWEEN

LEXINGTON AND CINCINNATI.

Time table in effect March 31, 1881.

Leave Lexington.....	7:30 a. m.	2:15 p. m.
Leave Maysville.....	5:45 a. m.	12:30 p. m.
Leave Paris.....	8:20 a. m.	3:05 p. m.
Leave Cynthiana.....	8:55 a. m.	3:40 p. m.
Leave Falmouth.....	10:00 a. m.	4:45 p. m.
Arr. Cincinnati.....	11:45 a. m.	6:30 p. m.
Leave Lexington.....	4:35 p. m.	
Arrive Maysville.....	8:15 p. m.	
Free Parlor Car leave Lexington at.....	2:15 p. m.	
Free Parlor Car leave Cincinnati at.....	2:30 p. m.	

Close connection made in Cincinnati for all points North, East and West. Special rates to emigrants. Ask the agent at the above named places for a time folder of "Blue Grass Route." Round trip tickets from Maysville and Lexington to Cincinnati sold at reduced rates.

For rates on household goods and Western tickets address
W. C. SADDLER,
Agt., Maysville, Ky.
C. L. BROWN,
Gen'l Pass. and Freight Agt.

TIME-TABLE

Covington, Flemingsburg and Pound Gap RAILROAD.

Connecting with Trains on K. C. R. R.

Leave FLEMINGSBURG for Johnson Station:	
5:45 a. m. Cincinnati Express.	
9:13 a. m. Maysville Accommodation.	
3:25 p. m. Lexington.	
7:02 p. m. Maysville Express.	

Leave JOHNSON STATION for Flemingsburg on the arrival of Trains on the K. C. R. R.:
6:23 a. m. 4:00 p. m.
9:45 a. m. 7:37 p. m.

For Ripley, Dover, Higginsport, Augusta, Chillicothe, Foster, Moscow, New Richmond and Cincinnati.

MORNING MAIL.....E. S. MORGAN, Master
F. A. BRYSON and ROBY McCALL, Clerks.
Leaving Maysville at 11:30 a. m. Arriving at Cincinnati at 5 p. m.

Vanceburg, Maysville and Cincinnati Tri-Weekly Packet.

W. P. THOMPSON.....H. L. REDDEN, Capt.
MOSS TAYLOR, Purser.
H. REDDEN and A. O. MOSE, Clerks.
Leaves Vanceburg Sundays, Tuesdays and Thursdays.
Leaves Cincinnati Mondays, Wednesdays and Fridays. For freight or passage apply on board.

UPPER OHIO.

Cincinnati, Wheeling and Pittsburg.
DAILY 5 P. M. PACKET LINE.
J. N. WILLIAMSON, Sup't. Office 4 Pub. Lan'g.
Monday.....SCOTIA—F. Maratta.
Tuesday.....ST. LAWRENCE—Wm. List.
Wednesday.....KATIE STOCKDALE—Calhoon.
Thursday.....HUDSON—Samuel.
Friday.....ANDERSON—C. Muhleman.
Saturday.....EMMA GRAHAM—H. Knowles.
Freight received on Mc Coy's wharfbat, foot Main st., at all hours. J. Shearer & Co., Roase & Mosset, Agents.

Cincinnati, Portsmouth, Big Sandy & Pomeroy Packet Company.

JOHN KYLE, Pres. H. E. GREENE, Sec.
L. GLENN, Treas. W. P. WALKER, Jr., Agent.

C. AND O. R. R. PACKET for HUNTINGTON.
FLEETWOOD—Daily, 4 P. M.—BOSTON A.
For Pomeroy and All Way Landings.
OHIO.....Mondays, Thursdays, 5 P. M.
TELEGRAPH.....Tuesdays, Fridays, 5 P. M.
POTOMAC.....Wednesdays, Saturdays, 5 P. M.
Portsmouth, all Mail and Way Landings.
BONANZA, Tuesdays, Thursdays, Saturdays, 12 M.
Maysville, All Mail and Way Landings.
MORNING MAIL.....Daily. Leave Cincinnati 7 A. M. Maysville, 3 P. M.
Freight received on wharfbat, foot of Broadway. C. M. HOLLOWAY, Superintendent.

THE POLAR BALLOON PROJECT.

Commander Cheyne's Ideas Fully Explained.

Commander Cheyne's project of reaching the pole by means of a balloon was, when first proposed, regarded as very chimerical, but has of late been assuming a degree of practicability in the minds of even the most conservative of Arctic explorers.

"One of the most important premises in this undertaking," he says, "is the fact that in eighty-one degrees, forty-seven minutes north latitude, which is our intended winter quarters, lies a magnificent bed of coal on the surface, and, according to the report of Sir George Nares, 250 yards long by twenty-five feet in width, of unknown depth, an unlimited supply of well-burnt smokeless coal, equal to the best Welch. Here we have discovered what is essential to the project, a source of heat. On this coal bed will be built a portable wooden house for officers and men and here the gas will be generated. It is my intention to generate two kinds of gas, pure hydrogen and carburated hydrogen or common coal gas. This combination of gas will be more sticky, and thus will not so easily permeate the envelope of a balloon, and will be of greater lifting power than common coal gas alone. The larger the balloon the safer it will be. We shall have three of good dimensions, each capable of carrying two tons in weight. Each will be fully equipped for separate traveling, in case of separation, which, however, judging from the results of my experiments with balloons, I do not anticipate. Each will carry a light boat, a sledge, a pack of Esquimaux dogs, and three persons, with the necessary stores, men and dogs being provisioned for five days. If a portion of the gas escapes from the balloons we shall refill by using the gas in one balloon and then deserting it. The balloons will be kept at an average elevation of 500 feet by trail ropes, the mountains being easily cleared by throwing out a little ballast. This trail rope will be very important. If the sun becomes a little warmer than usual the gas will, of course, expand, and the balloon be inclined to rise under such expansion, but directly this rising takes place the rope is lifted off the ice and acts as a counterbalance. Again, in the case of a cloud passing between the sun and the balloon, the gas will condense, and the balloon be inclined to descend, but in doing so more of the rope is deposited on the ice and this again counterbalances. Another advantage of the trail rope is to keep the same portion of the balloon always facing the north; in fact, it will in a great measure serve as a means of control. It will enable gelatin plate photographs and astronomical observations to be taken with accuracy and ease. Careful observations of the Arctic currents of air have convinced me that when certain well-known indications prevail in these latitudes, the wind may be relied upon to blow for two days or more in one direction. The distance to the pole from the point of departure will be only 469 miles, and this, I estimate, can be easily accomplished in twenty-four hours. We expect to return from the pole either by balloon (with a favorable wind) or else by sledge, making our way back to St. Patrick's Bay, or possibly to some part of the Russian coast, should it appear better to take that course."

A MEDICAL student of good physique and healthy parentage suffered from shortness of breath, dry cough, general weakness and despondency. By practicing regularly deep and prolonged breathing he was relieved of his lung symptoms. He acquired, by this practice, a difference of five inches in the measurement of his chest.

Scenery and Bumps.

In Nevada two rival coaches started out on parallel roads each four team on a gallop. A New Yorker, being the only passenger in one coach, took a seat with the driver. He endured the first five miles very well, as the road was pretty smooth, but he finally carelessly observed:

"This pace is rather hard on the horses, isn't it?"

"Oh, no! They are used to it. I haven't begun to swing 'em yet," was the reply.

"If you were going a little slower, I could enjoy the scenery much better."

"Y-s, I s'pose so; but this line isn't run on the scenery principle."

That ended the conversation until the horses turned a corner, and the stage rode around it on two wheels. Then the New Yorker remarked:

"I suppose you sometimes meet with accidents?"

"Almost every day," was the brief reply.

"Is there any danger of something giving way?"

"Of course; but we've got to take our chances. (G'lang there!)"

At the end of another mile the passenger controlled his voice sufficiently to inquire:

"What if we shouldn't reach Red Hill by exactly two o'clock? I am in no hurry."

"No, I s'pose not; but I've got to do it or lose ten dollars."

"How?"

"I've got an even 'ten dollars' bet that I can beat the other stage into Red Hill by fifteen minutes, and I am going to win that money if it kills a horse."

"Say, hold on!" exclaimed the other, as he felt for his wallet. "I like to ride fast, but I'm not a bit nervous, but I do hate to see horses get worried. Here's twenty dollars for you! Now, let's sort o' jog along the rest of the way, and get a chance to smoke and talk about Indians."

"Whoa, there! Come down with your gentle, now!—take it easy, and don't fret!" called the driver, as he pulled in, and reached for the greenbacks with one hand and for his pipe with the other. Thereafter the New Yorker had more scenery and less bumps.

The average size of farms in the United Kingdom is seventy acres. In England only the average is greater than this, but small holdings in Scotland and Ireland counterbalance the excess. In America the average size is taken as 100 acres; France, 35; Germany, 40; Belgium, 15; Holland, 50; Russia, 30; Austria-Hungary, 45; Italy, 30; Spain, 25; Portugal, 25; Turkey, 30; Greece and Switzerland, 15, and Sweden, 50 acres.

An English mechanic has invented a horseshoe composed of three thicknesses of cowhide compressed into a steel mold and subjected to a chemical preparation. It will last longer than the common shoe, weighs only one-fourth as much, does not split the hoofs, requires no calks and is very elastic.

GOLDSMITH'S "Deserted Village" has a counterpart in Newfane Center, Vt. There was at that place, forty years ago, a Court House, jail, hotel, school houses, churches and several stores, but now not a vestige of a dwelling.

An American locomotive engineer resents the statement that English railroad trains make faster time than American. He says railroad trains make more stops in this country and thus lose time.